



## RECORD OF CONVERSATION

**Michael Huhn**  
**Air Safety Investigator**  
**Western Pacific Region**

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**Date: May 17, 2017**

**Person Contacted: Mr. Michael Tillman (A&P/IA, Mangon Aviation, Inc)**

**NTSB Accident Number: WPR17FA013**

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### **Narrative:**

Mr. Tillman is the A&P/IA who conducted and signed off on most of the maintenance (including annual inspections) on N364RM in the 2 to 3 years preceding the accident. The following is a summary of the information provided by Mr. Tillman, in response to specific NTSB questions, in a telephone conversation on this date:

Regarding the 4/10/15 right aileron rod end replacement

- The rod end was replaced because the old/existing component was worn

Regarding the 4/10/15 right aileron fairlead replacement

- The fairlead was replaced because the old/existing component was damaged; the cable had begun to cut through the fairlead
- The fairlead was located in the RMLG wheel well

Regarding the August 2014 to Jan 2015 engine overhaul & re-installation

- The #6 cylinder was thermally damaged, reportedly as a result of a 'bad' (improperly functioning) right magneto. The magneto was reported to have had carbon tracking as the underlying cause for the malfunctioning

When asked if he had any knowledge regarding why the SB [27-3232] and AD [99-09-15] that require inspection for interference between the flight control mechanism and any component located forward of the instrument panel only applied to a limited scope of A36 serial numbers [excluding the accident airplane], or what relevant differences there were between the affected and unaffected airplanes, Mr. Tillman reported that he could not provide any amplifying information.